



CITY OF HAYWARD AGENDA REPORT

Planning Commission
Meeting Date 10/14/99
Agenda Item 3

TO: PLANNING COMMISSION

FROM: Tim Koonze, Development Services Specialist

SUBJECT: Tentative Map Tract 7155 - The Olson Company (Applicant), City Redevelopment Agency (Owner) - Subdivision of a 3.5-acre site to construct 77 multi-family residences. The property lies within the Central City Residential Sub-District. The property is located at C and Watkins Streets.

RECOMMENDATION:

It is recommended that the Planning Commission:

1. Find the project consistent with the Downtown Hayward Redevelopment Project Area EIR; and
2. Approve Tentative Tract Map 7155.

DISCUSSION:

Surrounding Uses

The property is located in the Central City - Residential (CC-R) Sub-district within the Downtown City Center Area and the Marks Historic/Rehabilitation District. The site is bounded on the north by City Hall and on the south by Atherton Place townhomes. The City parking garage and post office are across Watkins Street to the east and the BART station is adjacent to the site on the west.

Background

This project has been processed in two phases: 1) a site plan review and variance application which was approved by City Council on July 15, 1999 following a recommendation of approval from the Planning Commission; and, 2) the subdivision, Tentative Tract Map 7155, that creates the condominiums.

As part of the site plan review approval the Planning Commission and City Council agreed that the project was in conformance with the *General Plan*, the *Core Area Plan* and the *Downtown*

Focal Point Master Plan, and therefore is consistent with the goals and the design envisioned for the downtown core.

Engineering Issues

The existing sanitary sewer, water and storm drain facilities adjacent to the property are of adequate size to serve the proposed development. The onsite sanitary sewer and water mains shall be publicly owned and maintained by the City of Hayward. The onsite storm drain system and the onsite street system shall be privately owned and maintained by the Homeowners Association.

Decorative street lights and a sidewalk pattern that matches the Watkins Street frontage improvements, which includes decorative paving, tree grates and guards, shall be installed along the C Street frontage and the southern frontage of the property, adjacent to the BART driveway. These improvements will terminate at the southwest corner of the property where crosswalk and handicap ramps will be installed to allow pedestrian access to the BART station. The median in the BART driveway will be removed to accommodate the sidewalk and the driveway modified to a 33-foot-wide curb to curb section. These modifications will allow the driveway to function as it has in the past and make accommodations for pedestrians.

In order to meet the Fire Department's access requirements; an emergency vehicle access (EVA) will be provided. The site plan review indicated that the EVA was to access the BART driveway but due to problems with obtaining the necessary easements it was relocated to the view corridor which provides access to the City Hall Plaza. The EVA will consist of "turf block" or similar material that will support emergency vehicles and allow for ground cover to be planted to reduce the visual impact of paving.

The proposed project requires 2,500± cubic yards of fill be imported onto the site. The finished floor elevation is proposed to be roughly two feet higher than the street elevation. This will create a relatively flat landscaped area in front of the units and will require a porch, with 3 to 4 steps, to access to the units.

Upon recordation of the final map, the subdivision will create the necessary easements for street and utility improvements located outside the subdivision boundaries and onsite easements such as the one needed for the proposed emergency vehicle access. The developer must obtain easements and encroachment permits for the improvements along the BART driveways.

Environmental Review

An EIR was completed and accepted in 1986 for the entire Redevelopment Area and later a Negative Declaration was adopted for *The Core Area Plan*. The project is consistent with both the Redevelopment Plan and *The Core Area Plan*. An EIR was also completed and accepted for the Downtown Hayward Redevelopment Plan Amendment in 1998. There are no changes in circumstances that indicate the need for further environmental review.

Public Notice

On August 23, 1999, a notice was mailed to property owners and tenants within 300 feet of the project boundaries, to former members of the *Burbank Neighborhood Task Force* and all other interested parties advising them to attend a preliminary meeting held on September 2, 1999 for the purpose of coordinating public comments regarding the proposed subdivision. One citizen attended the meeting expressing concerns about the mass transit part of the proposal.

On September 18, 1999 notice of the public hearing was published in the "Daily Review". On October 4, 1999, a public hearing notice was also mailed to surrounding property owners/residents and task force members.


Conclusion

The subdivision conforms to the general plan and the previous site plan review approved for this site. The subdivision is consistent with *The Core Area Plan* that promotes pedestrian oriented development by creating walking routes to and from the core, and as a strategy for catalyzing future private development in the area. The site layout allows building orientation towards the street creating a lively pedestrian environment. The project is consistent with sound engineering practices and promotes the design envisioned for the downtown core.

Prepared by:


Tim R. Koonze
Development Services Specialist

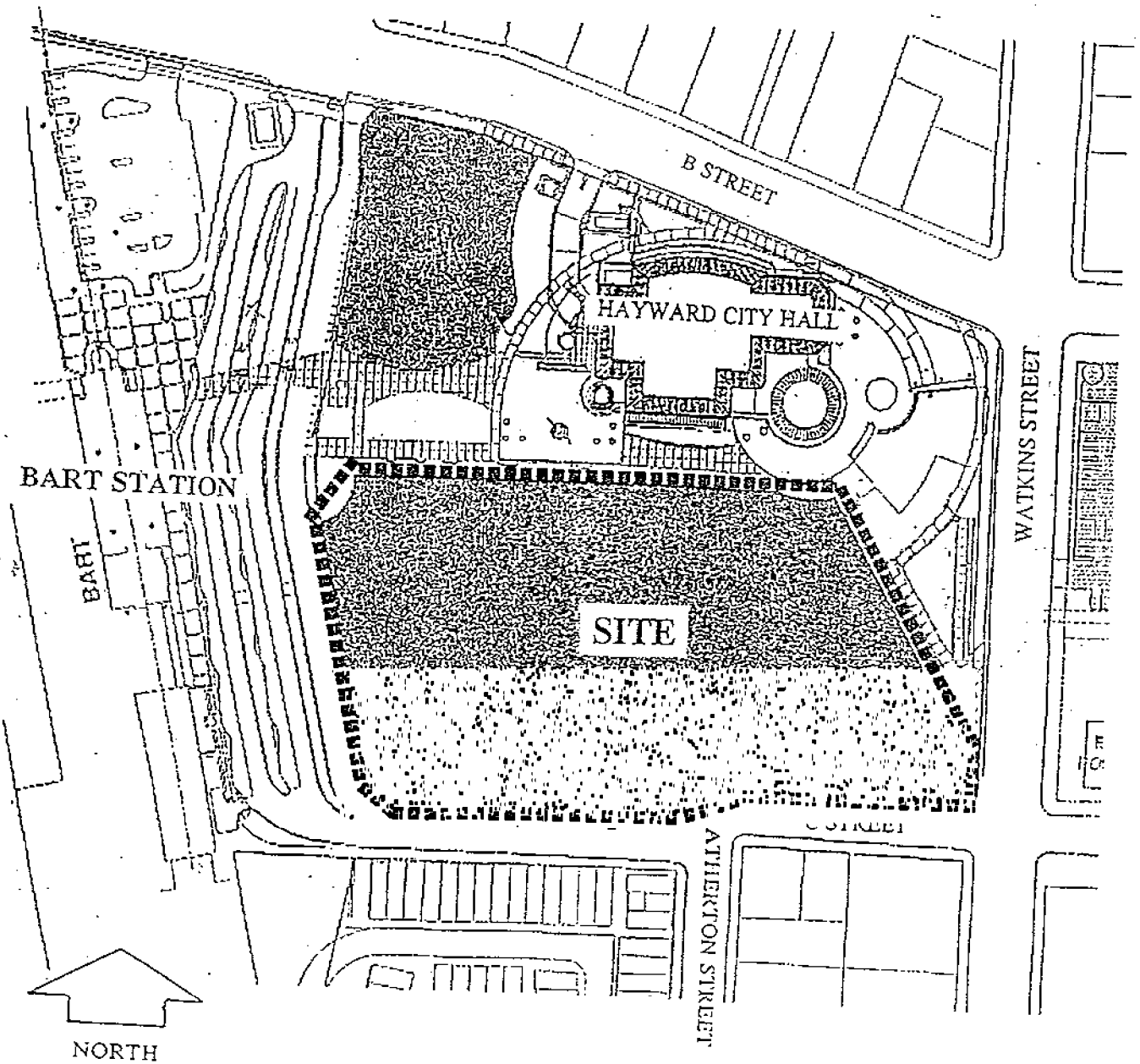
Recommended by:


Dyana Anderly, AICP
Planning Manager

Attachments:

- A - Area Map
- B - Findings for Approval
- C - Conditions of Approval

Tentative Map Tract 7155



TRACT 7155 AREA MAP

**FINDINGS FOR APPROVAL
TENTATIVE TRACT MAP 7155**

- A. That approval of Tentative Tract Map 7155, as conditioned, will have no significant impact on the environment, cumulative or otherwise. The project is exempt from CEQA review in that the previously approved project proposing 77 units for the site had a negative declaration which was certified and found to be in compliance with the provisions of the California Environmental Quality Act (CEQA).
- B. The tentative tract map and the proposed site plan substantially conform to the State Subdivision Map Act; the City's Subdivision Regulations, and the General Policies Plan.
- C. The site is physically suitable for the proposed type of development.
- D. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- E. The design of the subdivision and the proposed improvements are not likely to cause serious health problems.
- F. The design of the subdivision and the proposed improvements are in conformance with the conditions of approval and will not conflict with easements for access through, or use of, property within the subdivision.
- G. Existing and proposed streets and utilities are adequate to serve the project.
- H. None of the findings set forth in Section 64474 of the Subdivision Map Act have been made, and the approval of the tentative tract map is granted subject to the recommended conditions of approval.

**CONDITIONS OF APPROVAL
TENTATIVE TRACT MAP 7155**

Unless otherwise stated, all necessary easements shall be dedicated, and all improvements shall be designed and installed at no cost to the City of Hayward.

All improvements shall be designed and constructed in accordance with the City of Hayward Municipal Code – Chapter 10, Article 3, and Standard Specifications and Details – unless otherwise indicated hereinafter.

The applicant/developer's engineer shall perform all design work unless otherwise indicated.

PRIOR TO THE RECORDATION OF THE FINAL MAP

IMPROVEMENTS

Improvement plans shall be submitted to the City Engineer for review and approval. Subject plans shall, in addition to the standard improvements, incorporate the following special design requirements:

Interior Private Street and BART Driveway (west of Atherton Place)

1. The private street shall have a 25-foot-wide right-of-way with a 24-foot-wide curb to curb width allowing for two 12-foot-wide travel lanes. Sidewalks shall be installed in locations approved by the City Engineer and the Planning Director. A minimum vertical clearance of 13 feet-9 inches shall be maintained to provide adequate clearance for emergency vehicles.
2. The private street curb returns shall have a minimum radius of 20 feet and shall include handicap ramps when adjacent to sidewalks. The street designs shall be approved by the City Engineer.
3. A 6-foot-wide public utility easement, abutting the right-of-way, shall be provided in the locations on the approved tentative map.
4. The curb radii of the northern curb return at the project entrance and C Street shall be 30 feet and the southern curb radii shall be 20 feet. The entrance shall be paved with decorative pavement e.g. interlocking pavers or stamp colored concrete, or bands of decorative paving. The Director of Community and Economic Development/Planning Director shall approve the material, color and design.

ATTACHMENT C

5. The design of the security gate at the entrance of the project shall allow for the queuing of two vehicles and accommodate emergency vehicle access. The design shall meet the approval of the City Engineer and the Fire Marshall. Pedestrian gated entries shall be as approved by the Director of Community and Economic Development/Planning Director.
6. A 4.5-foot-wide sidewalk abutting the curb shall be installed across the BART driveway property frontage (west of Atherton Street). The design shall be approved by the City Engineer. Frontage improvements shall include a full curb return with a handicap ramp and a crosswalk installed at the southwest corner of the project. A handicap ramp will also be provided at the BART "Kiss and Ride" median island. The crosswalk shall be skewed to avoid the existing electroliner.
7. The onsite streetlights and pedestrian lighting shall have a decorative design approved by the Director of Community and Economic Development/Planning Director and the City Engineer.
8. The median island within the BART driveway adjacent to the project's southerly boundary shall be removed and a 33-foot-wide curb-to-curb driveway section installed.

C Street and Atherton Street

9. Decorative street lights and a sidewalk pattern that matches the Watkins Street frontage improvements, which include decorative paving, tree grates and guards, shall be installed along the C Street frontage and the BART driveway adjacent to the project's southerly boundary. The design shall be approved by the Planning Director and the City Engineer.
10. Install handicap ramps and crosswalks at the intersection of C and Atherton Streets.
11. Remove the existing concrete valley gutter at the intersection of C and Atherton Streets. Redesign and repave to match existing improvements. The design shall be approved by the City Engineer.
12. Remove the existing storm water inlet in C Street near the project entrance and install a new inlet west of the entrance road.

Storm Drainage

13. The subdivision storm drain system shall be a private system owned and maintained by the homeowners association.
14. Extend the 12-inch storm drain line on C Street southerly to the West Side of Atherton Street. The design shall be approved by the City Engineer.

15. The Hydrology and Hydraulics Criteria Summary, Alameda County Flood Control and Water Conservation District, latest edition shall be used to determine storm drainage runoff.
16. To accommodate that portion of the drainage system that encroaches into the City Hall Plaza near the northwest corner of the development, the colored concrete may be cut at the expansion joints with the approval from the City Engineer.
17. A detailed grading and drainage plan with supporting calculations and a completed Drainage Review Checklist shall be approved by the Alameda County Flood Control and Water Conservation District (ACFCWC). The proposed curb elevations are not to be less than 1.25 feet above the hydraulic grade line, as shown in Figure 14 of the Hydrology and Hydraulics Criteria Summary, and at no point shall the curb grade be below the energy grade line unless otherwise approved by ACFCWC.
18. The project plans shall include storm water measures for the operation and maintenance of the project to be approved by the City Engineer. The project plan shall identify Best Management Practices (BMPs) appropriate to the uses conducted onsite to effectively prevent the entry of pollutants into storm water runoff.
19. The project plan measures shall also include erosion control measures to prevent soil, dirt, debris and contaminated materials from entering the storm drain system, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.
20. The applicant/developer is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop order.
21. The project shall not block runoff from, or augment runoff to adjacent properties. The drainage area map developed for the hydrology design shall clearly indicate all the areas tributary to the project area. The developer is required to mitigate augmented runoffs with off-site and/or on-site improvements.
22. All storm drain inlets must be labeled "No Dumping - Drains to Bay" using City approved methods.

Sanitary Sewer System

23. Sanitary sewer service is available subject to standard conditions and fees in effect at the time of application.

24. The sanitary sewer system shall be public, designed in accordance with the City of Hayward standard details.

25. Onsite sanitary sewer mains shall be located six feet from the face of curb.

26. Each unit shall have a separate sanitary sewer lateral.

Water System

27. Water service is available subject to standard conditions and fees in effect at the time of application.

28. The water supply system shall be public, designed in accordance with the City of Hayward standard details.

29. Onsite water mains shall be located five feet from the face of curb.

30. Water services shall be located six feet from sanitary sewer laterals.

31. Each unit shall be individually metered. The developer shall install individual radio read water meters.

32. Provide keys/access codes to the Hayward Utilities Division for all meters enclosed by a fence or gate per the Hayward Municipal Code Section 11-2.07.

33. A final statement of water main extension cost shall be submitted to the City of Hayward Utilities Division prior to application for metered water service.

Fire Protection

34. Fire hydrants shall be installed approximately every 300 feet. The fire hydrants shall be a double-steamer type capable of flowing 2250 gallons per minute. Blue reflective markers shall be installed on the street paving to indicate the location of the fire hydrants. The hydrant design shall be approved by the Fire Marshall.

35. All curbs fronting travel ways where parking is not located, shall be painted red, signed for "No Parking", and signed to allow towing of illegally parked vehicles to ensure adequate fire truck access.

36. An alternate emergency vehicle access (EVA) shall be provided as depicted on the approved tentative map. The EVA shall be designed to accommodate the ingress and egress of emergency vehicles and be of a design to support 50,000 pounds gross vehicle weight (GVW). "Turf block", or similar material, shall be installed in the EVA from the property line to the City Hall Plaza and planted with low ground cover to reduce the visual impact of paving.
37. A decorative locking gate shall be installed across the EVA. The security gates at the entrance to the project shall be able to open by remote control. All gates providing emergency vehicle access shall be equipped with a fire department key switch installed to the fire department specifications. The gate designs shall meet the approval of the City Engineer, Fire Marshall, and Planning Director.

Utilities

38. All service to dwellings shall be an "underground service" designed and installed in accordance with the Pacific Gas and Electric Company, Pacific Bell Company and TCI Company regulations, including transformers.
39. All utilities, including water mains, located underneath decorative paving or "turf block" shall be encased in steel sleeves.
40. All surface-mounted hardware (fire hydrants, electroliers, etc.) along the proposed streets shall be located outside of the sidewalk within the 6-foot-wide Public Utility Easement in accordance with the requirements of the City Engineer or, where applicable, the Fire Chief.
41. All utilities shall be designed in accordance with the requirements of the City of Hayward and applicable public agency standards.

Landscaping and Irrigation

42. Prior to the approval of the improvement plans a detailed landscaping and irrigation plan for the site shall be prepared by a licensed landscape architect and submitted for review and approval by the City's Landscape Architect. Planting and irrigation shall comply with the City's *Water Efficient Landscape Ordinance*.
43. Minimum 24" box evergreen trees shall be planted at 20-foot intervals along the west property line. Additional landscaping shall be planted to shield the site from high lighting at the BART Station.
44. Minimum 36" box street trees shall be planted at 20-foot intervals along the C Street frontage. Trees shall be planted in 5-foot square wells with tree grates and guards east of Atherton Street and behind the sidewalk west of Atherton Street.

45. The landscaping and irrigation within the City's 15-foot planter along the north property line, and the 10-foot planter along the east property line shall be replanted and/or adjusted by the developer to provide for the private entry walkways. If the trees are relocated, they shall be replanted at the same spacing. The private entry walkways shall be designed to respect the location of the existing electroliers, benches, etc. The irrigation controller for these areas shall remain operational during construction.
46. Construct Class B Portland Cement concrete curbs to a height of 6-inches above the finished pavement anywhere landscaped areas adjoin the driveway and the parking areas.
47. Landscape plans shall specify site amenities such as, benches, tables, fencing, play equipment and barbecues, for the common open space areas.
48. Within all required landscape areas, a complete automatic sprinkler system with an automatic on/off mechanism shall be installed. A hose bib shall be provided within each private terrace.

Walls and Trellises and Entry Features

49. Terrace walls shall be designed with decorative features, which may include a molded cap, pilasters and finials. A decorative, locking gate shall be incorporated at each terrace entry. Staff shall approve design details.
50. A decorative masonry or pre-cast wall with molded cap and pilasters shall be constructed 3 feet, or more, behind the west property adjacent to the BART Station. The wall shall be offset at consistent intervals to provide landscape and tree planting niches.
51. Decorative fencing with pilasters and locking pedestrian gates shall be installed on the project perimeter. The design and location of gates shall be approved by the Planning Director.
52. All proposed retaining walls shall be constructed with decorative reinforced concrete.

Dedications, Easements and Encroachment Permits

53. The final map shall reflect:
 - a. Dedication of a six-foot-wide public utility easements (PUE) abutting the internal private streets as indicated on the approved tentative map.
 - b. The limits of the easements that shall be obtained from BART to accommodate frontage improvements.

- c. An emergency vehicle access (EVA) easement that connects the proposed private street system to the City Hall Plaza. The limits of the easement shall be approved by the City Engineer and the Fire Marshall.
- 54. Prior to the approval of the final map, all documents that need to be recorded with the final map, including the necessary easements to accommodate the pedestrian walkways from the units to the City Hall Plaza and for the drainage infrastructure needed to serve those areas, shall be approved by the City Engineer and any unpaid invoices or other outstanding charges accrued to the City for the processing of the subdivision application shall be paid.
- 55. Prior to the approval of the final map a lot line adjustment shall be approved and the effects of that map recorded that adjust the property line at the northwest corner of the site as shown on the tentative map.

Conditions, Covenants, and Restrictions

- 56. Prior to the sale of any individual unit, or prior to the acceptance of site improvements, whichever first occurs, a homeowners' association shall be created to maintain the common area landscaping and open space amenities.
- 57. Prior to the sale of any individual unit, or prior to the acceptance of site improvements, the applicant/developer shall establish a homeowners' association, and prepare project CC&R's for the development which shall be reviewed and approved by the Director of Community and Economic Development/Planning Director and include the following conditions:
 - a. Each owner shall automatically become a member of the association and shall be subject to a proportionate share of maintenance expenses.
 - b. A reserve fund shall be maintained to cover the costs of replacement and repair.
 - c. The association shall be managed and maintained by a professional property management company.
 - d. Provisions for towing unauthorized vehicles from the site
 - e. A requirement that a Homeowners' Association Architectural Review Committee be established to review and approve all exterior improvements; including fences, walls or changes to individual homes to ensure consistency with the CC&Rs.
 - f. The site shall be maintained in good repair, and free of debris at all times.

- g. A requirement that the building exteriors and walls shall be maintained free of graffiti. The owner's representative shall inspect the premises on a weekly basis and any graffiti shall be removed within 48 hours of inspection or within 48 hours of notification by the City's community Preservation Officer.
- h. The homeowners' association shall maintain the irrigation system and maintain the landscaping in a healthy, weed-free condition at all times. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within 10 days.
- i. Landscaping and irrigation shall be maintained in all common areas or the City shall have the right to enter upon the property to maintain the exterior portions of the common area at the expense of the homeowners association per Section 10-3.385 of the Subdivision Ordinance.
- j. All trees shall be preserved in accordance with the Tree Preservation Ordinance; a tree removal permit is required prior to the removal of any tree.
- k. Trees shall not be severely pruned, topped, or pollarded and any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the Landscape Architect, within the timeframe established by the City and pursuant to the Municipal code.
- l. Each resident shall participate in the City's recycling program.

Subdivision Agreement

- 58. A subdivision agreement will be executed and bonds posted with the City that shall secure the construction of the public improvements per Section 10-3.332, Security for Installation of Improvements, of the Municipal Code. Insurance shall be provided per the terms of the subdivision agreement.

PRIOR TO CONSTRUCTION WITH COMBUSTIBLE MATERIALS

- 59. Required water system improvements shall be completed and operational prior to the start of combustible construction.
- 60. A minimum 24-foot-wide all-weather access road, engineered for 50,000 pound gross vehicle weight, shall be maintained for emergency vehicle access.

DURING CONSTRUCTION

61. The following control measures for construction noise, grading and construction activities shall be adhered to, unless otherwise approved by the Director of Community and Economic Development/Planning Director or City Engineer:
- a. Grading and construction activities shall be limited to the hours 8:00 AM to 5:00 PM on weekdays; there shall be no grading or construction activities on the weekend or national holidays;
 - b. Grading and construction equipment shall be properly muffled;
 - c. Unnecessary idling of grading and construction equipment is prohibited;
 - d. Stationary noise-generating construction equipment, such as compressors, shall be located as far as practical from occupied residential housing units;
 - e. Applicant/developer shall designate a "noise disturbance coordinator" who will be responsible for responding to any local complaints about construction noise;
 - f. The developer shall participate in the city's recycling program during construction.
 - g. Daily clean up of trash and debris shall occur on C Street, Atherton Street, BART's adjacent driveways and the City Plaza;
 - h. The site shall be watered twice daily during site grading and earth removal work, or at other times as may be needed to control dust emissions;
 - i. All grading and earth removal work shall follow remediation plan requirements, if soil contamination is found to exist on the site;
 - j. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites;
 - k. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites;
 - l. Apply (non-toxic) soil stabilizers or hydroseed to inactive construction areas (previously graded areas inactive for 10-days or more);
 - m. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).

- n. Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution;
 - o. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work;
 - p. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping;
 - q. No site grading shall occur during the rainy season, between October 15 and April 15, unless approved erosion control measures are in place.
 - r. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season; 2) site dewatering activities; or 3) street washing activities; and 4) saw cutting asphalt or concrete, or in order to retain any debris or dirt flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash;
 - s. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill;
 - t. Never clean machinery, tools, brushes, etc., or rinse containers into a street, gutter, storm drain or stream. See *"Building Maintenance/Remodeling"* flyer for more information;
 - u. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains; and
 - v. The applicant/developer shall immediately report any soil or water contamination noticed during construction to the City Fire Department Hazardous Materials Division, the Alameda County Department of Health and the Regional Water Quality Control Board.
62. A representative of the soils engineer shall be on the site during grading operations and shall perform such testing as deemed necessary by the City Engineer. The representative of the soils engineer shall observe grading operations with recommended corrective measures given to the contractor and the City Engineer.

63. The minimum soils sampling and testing frequency shall conform to Chapter 8 of the Caltrans Construction Manual. The subdivider shall require the soils engineer to daily submit all testing and sampling and reports to the City Engineer.

PRIOR TO CONNECTION OF UTILITIES AND ISSUANCE OF CERTIFICATES OF OCCUPANCY

64. The applicant/developer shall pay the following fees;
- a. Supplemental Building Construction and Improvement Tax;
 - b. School Tax; and
 - c. Park Dedication in-lieu fees for each unit. The amount of the fee shall be in accordance with the fee schedule in effect at the time of issuance of the building permits.
 - d. Water Facilities Fee and Sewer Connection Fee for each dwelling unit at the rate in effect when the utility service permit for the dwelling unit is issued.
65. A reduced pressure backflow preventer shall be installed behind the water meter per City of Hayward Standard Detail 202.
66. Prior to granting occupancy, water services shall be installed by City crews at the developer's expense. The application for water services shall be presented to the City Inspector.
67. Prior to the City setting the water meters, the subdivider shall provide the Water Department with certified costs covering the installation of the public water mains and appurtenances.
68. All common area landscaping, irrigation and other required improvements shall be installed according to the approved plans.
69. The street light electroliers shall be in operating condition as approved by the City Engineer.

PRIOR TO CITY APPROVAL OF THE TRACT IMPROVEMENTS AS BEING COMPLETED

70. All tract improvements, including the complete installation of all improvements relative to streets, fencing, sanitary sewer, storm drainage, water system, underground utilities, etc., shall be completed and attested to by the City Engineer before approval of occupancy of any unit. Where facilities of other agencies are involved, such installation shall be verified as having been completed and accepted by those agencies.

71. All common area landscaping, irrigation and other required improvements shall be installed prior to acceptance of tract improvements, or occupancy of 80 percent of the dwelling units, whichever first occurs.
72. An AC overlay along the C Street, and Atherton Street frontages may be required by the City Engineer, if it is determined that it is necessary due to deterioration resulting from heavy traffic during the construction.
73. The improvements associated with the Pacific Gas and Electric Company, Pacific Bell Company and TCI Company shall be installed to the satisfaction of the respective companies.
74. The subdivider shall submit an "as built" plan indicating the following:
 - a. All the underground facilities, sanitary sewer mains and laterals, water services (including meter locations), Pacific Gas and Electric, Pacific Bell facilities, TCI, etc; and
 - b. All the site improvements, except landscaping species, buildings and appurtenant structures.